



Project Team

Congestion Relief & Bus Rapid Transit Projects

APPENDIX E2

ADDENDUM & ERRATA TO THE I-405 CORRIDOR PROGRAM FEIS (MAY 2003)

I-405, SR520 to SR522 Stage 1 (Kirkland Stage 1)

Draft RFP
March 22, 2005



**Washington State
Department of Transportation**

I-405 Corridor Program

Addendum & Errata to the Final Environmental Impact Statement

May 2003



Addendum & Errata
I-405 Corridor Program Final Environmental Impact Statement and
Final Preliminary Section 4(f) Evaluation

Federal Highway Administration EIS No. FHWA-WA-EIS-01-01-F
Federal Register EIS No. 020261

This Addendum is provided pursuant to:
Washington Administrative Code (WAC) 197-11-625 & 197-11-706

Date of Addendum: May 2003

**Date of original publication of the Final EIS and
Final Preliminary Section 4(f) Evaluation:** June 28, 2002

Description:

The Addendum & Errata is to provide additional correspondence not contained in Appendix F of the Final EIS. Included are correspondence from the City of Kirkland, City of Redmond, City of Renton, City of Woodinville, Federal Transit Administration (FTA), Puget Sound Clean Air Agency (PSCAA), US Environmental Protection Agency (USEPA), US Fish and Wildlife (USFWS), Washington State Department of Ecology (WA Ecology), and Washington State Department of Transportation (WSDOT).

Also included are a revised Appendix B, Figure B-6, and Figure 2.2-6 that correct inaccuracies in the description of the Preferred Alternative. Please note within Chapter 2 on page 2-17, the second sentence should state: “The Preferred Alternative does include a new bus maintenance and operations facility as is proposed in the other four action alternatives”.

The correspondence contained within this addendum includes all substantial correspondence received to date of this addendum. **The inclusion of the correspondence and revised figures does not add or increase any significant adverse environmental impacts to the environmental impacts already evaluated in the Final EIS.**

Contents:

Agency	Type	Date(s)
City of Kirkland	Letters	May 22, 2002 & July 10, 2002
City of Redmond	Letter	June 19, 2002
City of Renton	Letters	May 9, 2002, June 10, 2002, and July 22, 2002
City of Woodinville	Letter	May 9, 2002
FTA	Letter	June 6, 2002
PSCAA	Letter	May 1, 2002
USEPA	Letters	May 13, 2002, July 16, 2002, and August 13, 2002
USFWS	Letter	June 24, 2002
WA Ecology	Letter	November 8, 2001
WSDOT	Letters	May 23, 2002, June 18, 2002, June 19, 2002, and September 10, 2002
WSDOT	Revised Figures	B-6, 2.2-6, and Appendix B



May 22, 2002

Mr. George Kargianis, Chairman I-405 Executive Committee
I-405 Corridor Program
c/o Washington State Department of Transportation
401 Second Avenue South, Suite 300
Seattle, Washington 98104-2862

Subject: I-405 PROJECT PHASING

Dear Mr. Kargianis:

The purpose of this letter is to request that the Executive Committee give serious consideration for first phase funding to I-405 projects within the Totem Lake area of Kirkland. Specifically, Kirkland requests that interchange construction at NE 116th Street, NE 124th Street, and NE 132nd Street, along with associated collector-distributor lanes and one general purpose lane in each direction (between NE 85th Street and extending beyond NE 132nd Street) be considered as a first priority of the I-405 Corridor Project.

The I-405 corridor projects advocated by the City meet the I-405 Funding and Phasing Subcommittee's recommended implementation principles:

- Fulfill the Vision – The I-405 implementation plan should reflect the vision and intent of the I-405 program.
- Worst First – The most congested areas of the corridor should be the focus of early implementation efforts and investments. The Totem Lake area is one of three top congested areas of the I-405 corridor.
- Finish Complete Logical Segments – Improvements should be made to their maximum and completed in distinct segments or sections. To that end, all associated collector-distributor lanes and interchanges from NE 116th through NE 132nd should be constructed to logically complete the Totem Lake segment of I-405.
- Geographic Investments – Investments should be made throughout the corridor to evenly distribute benefits as reasonably as possible. This \$300-\$400 million investment represents approximately 10% of proposed state and regional funding, less than the corresponding I-405 segment within Kirkland boundaries.

Letter to Mr. George Kargianis
May 22, 2002
Page 2

- Modal Balance – The implementation plan should include all modes, transit, roads, TDM, working together as a comprehensive package.
- Minimize Construction Impacts – The implementation strategy should minimize construction impacts to communities by avoiding repetitive work programs. Coordination with the NE 128th Street Sound Transit direct access project could eliminate revisiting work necessary at NE 132nd Street that is part of both Sound Transit and the I-405 project.

The City of Kirkland requests favorable consideration by the Executive Committee for forwarding these projects as a top priority of the Executive Committee.

Respectfully,

KIRKLAND CITY COUNCIL



Joan McBride
I-405 Executive Committee Member, City of Kirkland

cc: Larry Springer, Mayor
Kirkland City Council
Mike Cummings, Washington State Department of Transportation
Jim A. Arndt, Public Works Director



July 10, 2002

Mr. George Kargianis, Chairman I-405 Executive Committee
I-405 Corridor Program
c/o Washington State Dept. of Transportation
401 Second Avenue South, Suite 300
Seattle, Washington 98104-2862

Subject: I-405 CORRIDOR PROGRAM – CONCURRENT POINT #3

Dear Mr. Kargianis:

At their July 2 City Council meeting, the City Council of Kirkland elected to concur with Point #3 of the I-405 Corridor Program (see attached executed Concurrence Point #3). With their concurrence of Point #3, the City and the Washington State Department of Transportation canceled the conflict resolution meeting that had been scheduled.

In concurring with Point #3, the City did offer comments. It is the City's desire to work with the Department of Transportation to carry out the intent of the comments as funding becomes available and individual projects of the corridor program are constructed.

The City of Kirkland would like to thank the Executive Committee and the Department of Transportation in working with us as together we take on the complex issues associated with the Corridor Program.

Sincerely,

KIRKLAND CITY COUNCIL

A handwritten signature in black ink, appearing to read "Larry Springer".

By Larry Springer
Mayor

Enclosures

cc: Kirkland City Council
Dave Ramsay, City Manager
✓ Jim A. Arndt, P.E., Public Works Director

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RECEIVED
JUN 26 2002

THE CITY OF REDMOND
OFFICE OF THE MAYOR
ROSEMARIE AL IVES, Mayor

June 19, 2002

Michael Cummings
WSDOT Northwest Washington Division
Planning and Policy Office
401 Second Avenue South, Suite 300
Seattle, WA 98104


Subject: I-405 Concurrence Point #3

Dear Mr. Cummings:

Enclosed please find the signed I-405 Corridor Program – Concurrence Point #3 certificate. The City of Redmond approved signing Concurrence Point #3 with comments. These are as follows:

1. Funding should be directed to projects that provide the greatest improvement in freeway safety, and reduce the level of congestion in critical areas throughout the corridor. In particular, the City of Redmond supports the analysis of the congested I-405/SR-520 Interchange, as one potential site where HOV, general purpose, and safety improvements are needed.
2. Support for TDM, bus transit, and high-capacity transit must occur concurrently with I-405 capital projects. This includes fully funding transit service as a viable alternative for those who seek other travel alternatives to the car.
3. Mitigation is critical for neighborhoods and natural areas adjacent to I-405 projects.
4. Improvements are needed throughout the whole I-405 corridor, and not in any one area.
5. Fixed-guideway, high-capacity transit is needed for the entire length of I-405, and should be part of the long-term vision for the corridor.

The Redmond City Council adopted the two enclosed resolutions that support this position.

Sincerely,

Rosemarie Ives
Mayor of Redmond

cc: Redmond City Council

Enclosure: I-405 Corridor Program -- Concurrence Point #3

I-405 Corridor Program - Concurrence Point #3

Date sent: March 19, 2002

Concurrence Point:

Preferred Alternative and Mitigation Concept (CEP)

In signing this concurrence agreement, the Agencies with Jurisdiction agree to:

- 1.) Concur* with the I-405 Corridor Program Preferred Alternative (Attachment A), and
- 2.) Mitigation Concept (Corridor Environmental Program – CEP) (Attachment B)

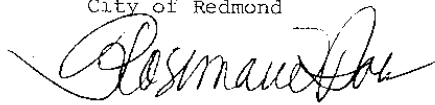
In signing this concurrence agreement, the State and Local Governments and Agencies that provide transportation services agree to:

- 3.) Pursue in good faith amendments of transportation plans and programs in order to implement the I-405 Corridor Program's Preferred Alternative and Corridor Environmental Program.

Agency:

City of Redmond

Signature:



Title:

Mayor of Redmond

Date:

6-19-02

Circle one of the below:

Concur

Concur with Comment(s)

Non-concur

If the agency has selected Non-concur, they must include an explanation of what should be changed so that the agency could concur. (Describe here or attach.) Please return to: Michael Cummings, WSDOT, 401 Second Avenue South, Suite 300 Seattle, WA 98104-2862, cumminm@wsdot.wa.gov.

*Concurrence means:

- ☐ "Formal written determination by agencies with jurisdiction that the project information is adequate for the current phase of the process." At this phase, project information includes the Preferred Alternative Description, Corridor Environmental Program, PFEIS and Early Action Environmental Mitigation Decision Making Process.
- ☐ "Concurrence means that the project may proceed to the next phase without modification. Agencies agree not to revisit previous concurrence unless there is substantial new information, or substantial changes have been made to the project, the environment, laws and/or regulations."
- ☐ "Agencies will have the option to comment on elements of the project at the appropriate points in the process."
(a) Agencies with jurisdiction will participate in additional project level environmental review under NEPA and SEPA at a greater level of detail. (b) WSDOT will continue to coordinate with agencies with jurisdiction and others implementing "Early Action" and other project level mitigation measures.
- ☐ "It is not intended that concurrence means that a permit will be issued-- just that the project information for the current phase is adequate." Agencies with jurisdiction will retain full permitting authority and the ability to condition or deny future project permits and approve or disapprove associated mitigation measures.

(Language in quotations is directly from Re-Invent NEPA definition of "Concurrence.")

RESOLUTION NO. 1144

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, RECOMMENDING A SET OF PRINCIPLES THAT SHOULD BE CONSIDERED AS THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION DEVELOPS A PHASING PLAN FOR I-405 CORRIDOR PROGRAM PROJECTS TO BE CONSIDERED BY THE VOTERS IN NOVEMBER 2002.

WHEREAS, the Preferred Alternative for the I-405 Corridor Program helps to reduce the rate of traffic congestion growth in the I-405 corridor; and,

WHEREAS, any phasing plan must be consistent with the purpose and needs statement of the I-405 Corridor Program; and,

WHEREAS, the purpose and needs statement of the I-405 Corridor Program includes all travel modes, including cars and trucks, public transit, and transportation demand management strategies, which all should be implemented concurrently; and,

WHEREAS, the mobility and safety investments must be used strategically to attack traffic congestion, provide more transportation choices, and maintain the safety of the whole corridor, now, therefore,

THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. Funding should be directed to projects that provide the greatest improvement in freeway safety, and reduce the level of congestion in critical areas throughout the whole corridor. The City of Redmond supports a serious look at congestion levels at the I-405/SR-520 Interchange area.